SARSCENE

The Canadian Search and Rescue Magazine Online

Summer 2006 Vol. 15, #4

ISSUE FEATURES

Coromorant crashes off coast of Nova Scotia

Canadian PLB standards change

SAR Book Review

Safe boating week targets seven million

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West coast ferry disaster demonstrates community spirit

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SAR*SCENE* online

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Cover photo provided by Kevin Stapleton

Editor: Lori MacKay
E-mail: lmackay@nss.gc.ca

Communications Director: Elizabeth Katz
E-mail: ekatz@nss.gc.ca

National Search and Rescue Secretariat
275 Slater Street, 4th floor
Ottawa ON K1A 0K2

Phone: 1-800-727-9414
Fax: (613) 996-3746
Web site: www.nss.gc.ca

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Cormorant crashes during training exercise

An early morning Cormorant crash during a training exercise off the coast of eastern Nova Scotia killed three crew members and injured four others on July 13.

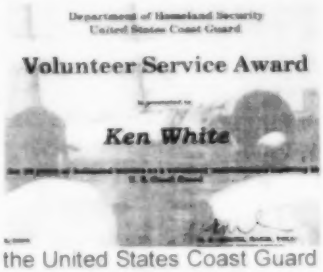
The CH-149 Cormorant crew was performing a standard joint SAR training operation with the Canadian Coast Guard (CCG), when it suddenly crashed into the water at 12:30am. The Canadian Forces and CCG were practicing lowering crew from the helicopter to the deck of a vessel and then hoisting them back up.

The Canadian Forces has not yet released details about the crash, but has said each Cormorant crew member has been interviewed and the helicopter's flight data recorder and cockpit voice recorder have been sent for analysis.

The crew of a nearby Coast Guard Auxiliary vessel, the *Four Sisters*, helped rescue the four surviving crew members.

A memorial service was held on July 18 at CFB Greenwood, Nova Scotia for Sgt. Duane Brazil, 39, of Gander, N.L., Master Cpl. Kirk Noel, 33, of St. Anthony, N.L., and Cpl. Trevor McDavid, 31, of Sudbury, Ont.

Canadian receives USCG Volunteer Service Award



Kenneth White of Powell River, British Columbia has been a volunteer watch-stander for over 25 years, helping both the Canadian and American rescue co-ordination centres throughout the Pacific Basin. To recognize Mr. White's efforts, Captain Mark Ashley of the U.S. Coast Guard has awarded Mr. White the United States Coast Guard Volunteer Service Award for providing a "transnational life saving communication link."

Safe Boating Week targets seven million boaters

Organized by the Safe Boating Council, Safe Boating Awareness Week, kicked off May 20 to promote a wide range of safe boating practices to an estimated seven million recreational boaters across the country.

"Our goal is to work with Transport Canada to ensure that the millions of Canadians who head out on the water in canoes and kayaks, sailboards and sailboats, fishing boats, personal watercraft, power boats and cruisers are equipped with the knowledge for a safe day on the water," said Randy Whaley, Chair of the Canadian Safe Boating Council.

New satellite launched by NOAA

In late spring, the National Oceanic and Atmospheric Administration launched GOES-N, the latest geostationary operational environmental satellite (GOES) which will provide continuous monitoring of the Earth's weather systems and the near earth space environment.

This satellite will be a vital contributor to weather, solar, and space operations and future science improvements with weather prediction and remote sensing. The GOES-N Series will aid severe storm warnings, resource management, search and rescue and more.

Finding icebergs

IcebergFinder.com is a new interactive web site that tracks icebergs in bays, inlets and off the coast of Newfoundland and Labrador, Canada. It uses images from Canada's RADARSAT-1 and ENVISAT, a European satellite, to detect and locate them.

Annual Report shows slight increase in federal SAR incidents

In 2005, Joint Rescue Coordination Centres responded to 8,015 incidents. They handled 5,947 marine-related SAR incidents, which represents 74% of total SAR incidents within the federal mandate. While the number of humanitarian cases remained relatively static, there was a slight increase in the number of air and marine cases.

The SAR program was enhanced in 2005 by the acquisition of secondary SAR resources in the Canadian Coast Guard and the strengthening of the financial management of the SAR New Initiatives Fund, among other developments.

This information forms part of the National Search and Rescue Program Annual Report for 2005, published in August under authority of the Lead Minister for Search and Rescue, The Hon. Gordon O'Connor, Minister of National Defence. The report highlights the accomplishments, challenges and resources over the past year and is available in full at **www.nss.gc.ca.**

Volunteers account for one million jobs

Statistics Canada's third study on volunteering and donating found that 45% of Canadians volunteer through a group or organization, contributing two billion hours. This is the equivalent of one million full- time jobs, the report says.

The study also found that Newfoundland and Labrador rate highest for the number of people who donate to charity, Alberta rates highest for the amount of donations and Saskatchewan has the highest percentage of volunteers. For more information on the 2004 Canada Survey of Giving, Volunteering and Participating go to **www.statcan.ca**

B.C. SAR teams receive boost from charity drive

The second annual SAR charity drive organized by Home Restaurants Ltd. was a huge success.

Though the fundraising campaign only lasted for the month of June, $10,536 was raised for SAR teams in Maple Ridge, Hope, Merritt and The Shuswap — more than doubling the amount received in 2005.

"These programs are vital for the survival of local SAR teams", said Bruce McLaren, President of Home Restaurants Ltd. "Volunteers donate such an enormous amount of their time and effort, so it only seemed fitting to help in some way."

Weather forecast office to reopen in Newfoundland and Labrador

As part of his election promise, Prime Minister Stephen Harper committed to reopening the weather forecast office for Newfoundland and Labrador in Gander.

Closed by the former Liberal government, the forecast office will begin forecasting this fall while the full reinstatement of the office will take place over 18 months.

With more accurate weather forecasts for the province, avoidable SAR incidents may be prevented. "The lives of men and women who work in the already choppy waters of the Atlantic shouldn't be needlessly endangered because of the arrival of an unforecasted squall," said Prime Minister Harper.

People

Marine SAR

Robert Petitpas, former Chief Executive Officer of the Canadian Coast Guard Auxiliary (CCGA), passed away on June 20, 2006 at the age of 70.

An integral member of the CCGA, Mr. Petitpas' unparalleled dedication will remain an inspiration to the SAR community. His many achievements include organizing the first International SAR competition in 2000, developing of the First Edition of the CCGA National Training Standards and signing the Tri-Party Memorandum of Understanding between the CCGA, Transport Canada's Marine Safety Directorate and the Canadian Coast Guard, among many others.

Mr. Petitpas joined the CCGA Quebec in 1981 and immediately became the founding commander of the 22nd Rescue Unit in Sorel.

When Mr. Petitpas took over as President of CCGA Quebec in 1993, the Association had 440 members and 169 vessels that responded to 328 taskings. Under his leadership and dedication, CCGA Quebec grew to 654 members and conducted 397 SAR missions in 2005.

Mr. Petitpas will be deeply missed by the boating, volunteer and search and rescue communities.

Malcolm Dunderdale has been elected to replace Mr. Petitpas as the Chief Executive Officer of the CCGA. Mr. Dunderdale is President of the CCGA Pacific and will be replaced in that role by **Bruce Falkins**, Vice President of CCGA Pacific.

John Butler, the Assistant Commissioner of the Canadian Coast Guard (Newfoundland and Labrador region), received the 2006 APEX Partnership Award at the May symposium for developing a new arrangement between Canada and France, which for the first time allowed for joint search and rescue

efforts in the waters off St. Pierre and Miquelon. He also made a special effort to reach out to the volunteer Canadian Coast Guard Auxiliary (CCGA), leading to faster and more effective response during marine search and rescue incidents, improvements to public safety education and an expansion of the Auxiliary's membership to about 1,000 members and 464 vessels.

Transport Canada's 2006 Marine Safety Award was awarded posthumously to **Fred Perkins**. The award recognizes outstanding contributions to Canadian maritime safety. His wife, Sharon Perkins, accepted the award at the biannual meeting of the Canadian Marine Advisory Council. Mr. Perkins was an advocate of building a stronger marine safety culture and improving marine investigation principles and practices. He passed away in 2005.

CDR Rick Button replaces Dan Lemon as Chief, SAR Coordination Division for the United States Coast Guard.

William (Bill) Elliott, currently Associate Deputy Minister, Public Safety and formerly Deputy Commissioner of the Canadian Coast Guard and ADM Safety and Security at Transport Canada, was presented with an honorary diploma from the Canadian Coast Guard College at the college graduation ceremony in Sydney on June 3.

Gerard McDonald, former Director General of Marine Safety at Transport Canada, is the new Executive Director of the Transportation Safety Board of Canada.

Ground SAR

Greg Carter replaces **Pat Henneberry** as the Alberta representative to the National Ground SAR Council of Canada.

Alan McIntosh has stepped down as the Council's representative for Nunavut.

Cpl. Terrence (Terry) Totten passed away in June. His 26-year career in the RCMP included serving as coordinator of ground search and rescue in Newfoundland and Prince Edward Island. Cpl. Totten received a Certificate of Achievement from the National Search and Rescue Secretariat, among other honours.

Air SAR

Major Grant MacDonald replaces **Maj. Pat McSorley** as the J3 Ops 6 (SAR) at Canada Command. Maj. MacDonald is the subject matter expert who provides advice to senior commanders at Canada Command.

CASARA Award

Murray Harvey, Zone Commander of The Pas region in Manitoba, was awarded the National Civil Air Search and Rescue Award (CASARA) Award for 2006 for his unwavering dedication and contribution to search and rescue.

"This is a very prestigious award," said Charles Pachal, past CASARA National President. "It is the highest CASARA award and is given only to those members who have performed exemplary service to air search and rescue in Canada."

The award is not presented annually, but rather it is awarded when the Association wishes to recognize one of its members for exemplary service and contribution.

John Davidson, National President, presented the award at the 2006 annual general meeting and said Mr. Harvey "has been an inspiration to us all."

New award for bravery at sea

The International Maritime Organization (IMO) has launched a new award for exceptional bravery at sea.

The award recognizes people who have risked their lives to save others at sea or those who try to prevent damage to the marine environment. Nominations are due by April 15, 2007.

The IMO is a special agency of the United Nations responsible for the safety and security of shipping and the prevention of marine pollution by ships.

Louise Pilloud, a long-time staff member of the National SAR Secretariat who organized many of the SAR*SCENE* Workshops, has retired from the federal government after 35 years of public service.

Upcoming Events

World Alzheimer Day
September 21, 2006

Canadian Safe Boating Council's 2006 Annual Symposium
September 21-23, 2006
Quebec City, Quebec

NASBLA 47th Annual Conference
September 22-27, 2006
Louisville, Kentucky

SAR*SCENE* 2006
October 4-7, 2006, Gatineau, Québec
Toll free: 1-800-727-9414

Rescue 2006
October 20-22, 2006
Reykjavik, Iceland

ISAR 2006
October 27-28, 2006
Portsmouth, Virginia

2006 New Zealand Land SAR Conference
November 17-19, 2006
Dunedin, New Zealand

International Boating and Water Safety Summit (IBWSS)
March 4-7, 2007
San Antonio, Texas

Corporate Aviation Safety Seminar
May 8-10, 2007
Tucson, Arizona

Safe Boating Week
May 19-25, 2007

NASAR 2007
May 31-June 2, 2007
Charlotte, North Carolina

World Water Safety Conference 07
September 27-29, 2007
Porto, Portugal

ISAR 2007
October 25-30, 2007, Toronto, Ontario

For a complete list, visit ***www.nss.gc.ca*** and click on **Events**.

Note of thanks from a grateful hiker

The National Search and Rescue Secretariat received a copy of this note that was sent to the Kananaskis Country Public Safety Services. It is published here with permission from the author.

Hello,

I would like to share the following thank you email that I recently sent out to three of your outstanding, incredibly diligent and extraordinary search and rescue pilots. The pilots are based out of Boundary Ranch in Kananaskis, Alberta. The names of two of these rescuers are Burke Duncan and George Field. The three pilots found and rescued myself and my fellow hiking friend, Hillary Carter via helicopter on the morning of Monday 24 July 06.

Words can not express the gratitude I feel towards the search and rescue pilots and spotter who flew far around the Kananaskis Lakes area and even venturing into BC, combing the mountain forest trails trying to spot Hillary and I. Hillary and myself along with our friend, Hugh Magill, who was rescued from being stranded in Radium, B.C. to help with the search, are every search and rescue person's worst nightmare.

I would like to deeply apologize for the following steps that we did which made your jobs far more difficult and challenging. After all you were trying to help and save our lives. We certainly did not help you to find us.

First, we ventured out unprepared onto an unknown and technically difficult unmarked trail, then we failed to stay put, we split up creating a need for two search and rescue operations and we continued to travel large distances while crossing rivers and tributaries. What possessed us to behave so stupidly? We never once made a plan, even after surviving the night in the forest. My father spent many years flying search and rescue helicopters. I know the first place trained rescuers will look for missing people is at the last place they were spotted. We should thus have stayed put once we found the unique blue cabin (the blue Tippary Hut). Then, the rescuers will search in circles that gradually expand out trying to predict where people would most likely travel. Not only did the three of us travel ridiculously far distances, but we crossed rivers and tributaries making our path impossible to predict. It truly took a miracle for all three of us to have been found alive and almost completely unharmed.

I shall live with the guilt of how difficult we made your search and rescue mission. I can't apologize enough for our stupidity and our stubbornness. I promise that I will learn from this experience, I will be much more prepared whenever I head out on mountain/forest trails and I will value my own life more.

Thank you all from the bottom of my heart and soul for the time and effort you devoted into successfully saving the lives of myself and my two fellow hikers, Hillary and Hugh! You are all Guardian Angels who deserve an eternity of joy and love.

Warmest Regards,

Keri Vandongen

For more information:

- *Kananaskis Country Public Safety Services* — **www.cd.gov.ab.ca/building_communities/connections/winter04/safety.html**
- *Trail and avalanche reports* — **www.cd.gov.ab.ca/enjoying_alberta/parks/featured/kananaskis/flashindex.asp**

Spotlight on: Canadian Rangers

by Andrea Fournier

The Canadian Rangers are set to take a more prominent role in search and rescue in the north.

Currently, ground rescue efforts are the responsibility of the RCMP. However, Rangers assist by providing bush expertise on many searches because of their familiarity with the region.

Members are part-time reservists who provide a military presence in remote and isolated areas of Canada. Duties include watching for and reporting any unusual activities as well as providing local expertise for members of the Canadian Forces.

Rangers are trained in search and rescue techniques, map reading and first aid to provide support to the RCMP. They will also be trained to lead searches on their own.

With 58 patrols, Rangers in northern Canada have the greatest number of patrols of all the Canadian Ranger Patrol Groups. The Pacific West Coast and Prairies follow with 38 patrols.

Orientation includes training in first air, search and rescue, and navigation and rifle training. They may also train in evacuation planning, sovereignty patrols, and major air disaster assistance.

Rangers can be found in 163 remote, isolated and coastal communities. The 4,200 Rangers are expected to increase to 4,800 by early 2008. ■

Andrea Fournier was a co-op student at the National Search and Rescue Secretariat in spring 2006.

West coast ferry disaster demonstrates community spirit

by NSS Staff

When the M/V Queen of the North sank off the coast of British Columbia in the early morning of March 22, 2006, the community response from the small village of Hartley Bay First Nation was remarkable.

The ferry struck rocks off Gil Island on the Prince Hardy to Prince Rupert route at 12:20am, according to the Transportation Safety Board. The Marine Communications and Traffic Services Prince Rupert which received the Mayday call sent a distress relay broadcast. The Joint Rescue Centre (JRCC) Victoria tasked the Canadian Forces Cormorant and Buffalo aircraft and numerous Canadian Coast Guard and Canadian Coast Guard Auxiliary vessels to respond.

Local residents responded to a distress call around 12:30am, and began transferring passengers and crew from lifeboats and life rafts into fishing vessels and small boats. The F/V Lone Star was among the first responders on scene, recovering 17 persons from survival craft and assisting in the search for others.

By 12:56am the ferry had been abandoned and contact was lost. The *CCGS Sir Wildred Laurier* arrived on scene, having dispatched its fast rescue craft which arrived 10 minutes ahead of the vessel. Its proximity to the incident was a critical factor in the success of the SAR operation, along with the quick actions of local residents.

Everyone in the Hartley Bay community was involved in the rescue and on-shore care of the reported 99 people that came ashore; 11 of them were evacuated to Prince Rupert for medical attention. Two other passengers are believed to have drowned. The ferry had a potential 650-passenger capacity.

"It was an amazing team effort," said Major Chuck Grenkow, Officer in Charge of the Joint Rescue Co-ordination Centre in Victoria.

"It was an excellent response, and not only from the dedicated search and rescue professionals who are on 24/7, but from the Hartley Bay First Nation community. They did everything they could — kudos to those folks."

The rescue effort was hampered by the lack of accurate counts of persons on board the ferry. The SAR operation included a search of the nearby waters and shorelines to ensure that no one was missed, not knowing for certain if all persons had been accounted for. The search continued into daylight hours and ended on March 22 at 2:15pm.

The Transportation Safety Board responded immediately and sent a dive team to investigate the accident. The Board is now analyzing information from the ship's navigation equipment and from interviews with passengers and crew. ■

The CCGS Sir Wilfred Laurier *provided SAR response in the sinking of the* Queen of the North *last March. Based at the Canadian Coast Guard base in Victoria, it provides search and rescue services in addition to icebreaking, aids to navigation, fisheries enforcement, and other duties. The CH-149 Cormorant Helicopter, from Canadian Forces 442 Squadron, provided search capability, illuminating operations and medical evacuation of injured passengers and crew.*

Role of EPIRBS

The 406 MHz Emergency Position-Indicating Radio Beacons (EPIRBs) carried on the Queen of the North were activated as the vessel sank, alerting the COSPAS-SARSAT system with an extremely accurate position. Although one beacon was removed from the water prematurely, the EPIRBs provided valuable information on the drifting effects of the water currents. The timely information that was relayed to the JRCC mission planning systems, via the constant stream of COSPAS-SARSAT reports, assisted the search.

New standards approved for personal locator beacons

With the recent change in the Canadian beacon standard approved by the National Search and Rescue Secretariat, consumers will soon have a more affordable personal locator beacon (PLB) option.

Class 2 PLBs are now allowed in Canada and can be registered in the Canadian Beacon Registry Database. Although Canadian companies may have manufactured these beacons before, none were made with a Canadian code.

Before this standard change, PLB users wanting a less expensive option would purchase and register Class 2 beacons in the United States (or from any country with a Class 2 PLB manufacturer) and use them in Canada. This meant a possible delay in rescue efforts when an alert from one of these beacons was received because the emergency information was contained in another country's database.

Class 1 beacons, though able to operate for 24 hours at minus 40 degree weather and float in fresh water, are heavier and more expensive than Class 2 beacons.

Class 2 beacons, which are required to operate for 24 hours at minus 20 degree weather and are not required to float, must go through a four-step certification process in order to be approved for sale in Canada.

Firstly, the beacon must meet COSPAS-SARSAT approval standards. Secondly, it is tested by Industry Canada to meet radio standards specifications. Thirdly, the beacon must be approved the National Search and Rescue Secretariat, which is the authority for the PLB performance standard. Finally, the beacon is then sent to Transport Canada for approval to ensure the other three standards are met and the beacon meets all Canadian radio standards.

With this change, Canadians will have more access to affordable beacons, however, they are urged to consider the environment they will be traveling in when they choose which class of beacon to bring. ■

What's the difference?

Class 1 Beacons

- Operate for 24 hours at minus 40 degree weather
- Float in fresh water
- Heavier than Class 2 beacons
- More expensive than Class 2 beacons

Class 2 Beacons

- Now allowed in Canada and are manufactured with a Canadian code
- Operate for 24 hours at minus 20 degree weather
- These beacons are not required to float

Success stories from NIF

Improving SAR through innovative projects

The following projects are supported by the Search and Rescue New Initiatives Fund.

International Workshop on Avalanche Awareness and Forecasting

With increased interest in back-country winter activities, deaths from avalanches are continuing despite warning bulletins and weather forecasts.

On average, 11 avalanche fatalities per year have occurred in Canada over the last 33 years, with an increase to 16 per year over the last five years. The chances of surviving an avalanche are about 86 per cent.

Environment Canada, with funding from the SAR New Initiatives Fund, is developing an international workshop to build a better understanding of avalanches and methods used to predict them. A fundamental problem is the combination of complex terrain, uncertainties in forecasting weather conditions and the processes involved in the development and triggering of avalanche situations.

Workshop organizers hope to research avalanche processes and the monitoring networks, improve public education and develop information systems and rescue coordination strategies.

This one year project is the first step in opening lines of communication and setting priorities to reduce the number of fatalities associated with avalanches.
SN-0607-07-EC ■

Thermal protection in liferafts

After abandoning a ship, no one knows how long the wait in a liferaft may be. It could be minutes or hours and the longer the wait, the higher the chance that hypothermia will set in.

While the International Maritime Organization standards require inflatable liferaft components to provide insulation, there are no set criteria.

Transport Canada is working to develop standards for escape, evacuation and rescue in the marine environment in collaboration with the National Research Council's Institute for Ocean Technology and Memorial University in Newfoundland and Labrador.

Funded by the SAR New Initiatives Fund, this project will assess the thermal protection requirements of liferaft occupants and will propose thermal protection performance criteria for liferafts.

Once the project is complete, the team will provide performance information to assist SAR planners in liferaft occupant survival prediction. Further, the team will support training efforts by identifying the necessary knowledge and skills to maximize the thermal protection performance of liferafts.
SN-0607-05-TC ■

Marine Marker saves time during search

While on scene during a search and rescue mission, responders must examine all objects, for example, debris from boats or aircraft. But while examining these, a responder will likely not know if these objects have been previously searched by someone else or even relate to this incident. This can waste valuable search time.

By developing a multi-application marine marker to identify previously searched SAR targets, resources could be put to use searching another target.

Similar to the self-locating datum marker buoy, the new marine marker is easily deployable, cost effective and able to withstand harsh environments.

The retrievable marker would be placed by SAR Techs and then detectable by other resources tasked to help in a mission.

This three-year, three-phase project developed by the Canadian Coast Guard and C-CORE, and funded the SAR New Initiatives Fund, will improve the efficiency and effectiveness of search operations by eliminating areas which have already been searched or are not applicable to a specific mission.
SN-0607-13-DFO ■

Tactile suit for SAR Techs

During a rescue operation over water, it is difficult for a pilot to keep the aircraft hovering over a survivor because of changing wind and water currents.

By developing a tactile orientation and navigation system within a garment worn by the pilot and crew, the Department of National Defence hopes to shorten rescue time, enhance hoisting operations and facilitate landings on moving vessels.

By using GPS technology, the system will be designed to provide hover cues and will indicate when the pilot needs to move up, down or to the side based on the location of the survivor and the assisting SAR Techs. The pilot and aircrew will wear a garment equipped with tactile sensors to direct the hover and movement. When the system or crew member realizes the aircraft is not in the correct location, the sensors in the garment will direct the pilot to make the necessary change in position.

The system will work independent of visual instruments, but is not designed to replace them or any cockpit communication.

SN-0607-09-DND ■

New Initiatives Fund partners meet in Ottawa

SAR New Initiatives Fund (NIF) coordinators in the federal, provincial and territorial agencies responsible for NIF projects attended a day and half training session to discuss the new rules and program requirements. Last year, no call letter for new projects was issued pending the implementation of changes to meet Treasury Board of Canada policies and the development of the renewed program.

The success of the training session has led to calls for similar events across the country and at SAR*SCENE* 2006. NIF partners have identified some aspects of the program which will help refine the way it is managed.

Back row (left to right): Jae-Sang Park, NSS; Andy George, EC MSC; Diana Correia, NSS; Valerie Beaulieu, NSS; Joy McLeod, ON EMO Fin; Stacey Janota, NSS; Kay Agelakos, ON EMO Fin.; Cindy Lafrenière, NSS; Terri Savitsky, AB EMO; Theresa Heffernan, NL DoJ; Gus Marche, NB EMO; Carla Dee Belanger, SK EMO; Barry Folland, PEI EMO; Janice Brasier, DFO/CCG; France Bergeron, NSS; Mary Thomas NSS; Sgt. Robert Lajoie, RCMP

Front row (left to right): Jean Champagne, MB EMO; Bob Robichaud, EC MSC; Jim McAllister, BC PEP; Erin Deacon, YK EMO; Maj. Perry Kurzynski, DND CF; Vernon Fraser, NS EMO

Not pictured: André Audet, DFO/CCG; Peter Dudley, TC; Michel Villeneuve, EC PC

NIF managers visited Canadian Forces Base Trenton to tour the Joint Rescue Coordination Centre and Canadian Mission Control Centre.

The call for new projects for funding in 2007-08 was issued on June 9 with a submission deadline of September 15. A new NIF guide, manual and tools for assisting with applications have been posted on the Secretariat's website at **www.nss.gc.ca**.

SARSCENE 2006

October 4 - 7 Gatineau, Quebec

Presented by the National Search and Rescue Secretariat and the Sûreté du Québec

For 15 years, the Canadian SAR community has come together to learn and network at SAR*SCENE* — Canada's leading national forum for search and rescue.

Look around! Gatineau Park and its amazing fall colours; the majestic Ottawa River framing the view of Parliament Hill; this year's location is as inspiring as the people and technology being showcased at SAR*SCENE*.

Don't miss a thing! From the latest in satellite technologies to man tracking in the woods, our speakers have lots to share. See who's on the schedule.

Need gear? The SAR*SCENE* Trade Show will host 60 companies offering the latest in safety gear, technology, nutrition and more. Join them for a special reception on October 5 and see what they have to offer.

NEW THIS YEAR! *We're holding a Live Auction for some great products and services. The action starts at 11:15 on Friday October 6, in the Trade Show. Lunch is served at noon and stick around for other exciting events during the Lunch with Exhibitors.*

Put your skills to the test by competing in the SAR*SCENE* Games! It's a great chance to show what you do best! Get your entries in early!

Join us on Friday, October 6 at the Awards Banquet to honour the accomplishments of this year's recipients.

How'd they do that? SAR*SCENE* 2006 is proud to present another great outdoor demonstration with planned participation of the **Canadian Forces**, **Sûreté du Québec** and **Gatineau Fire Services**. The day will also feature a K9 SAR Demonstration and a PFD Fashion Show.

Pre-Workshop Training is available for the following subjects: Tracking, Everett Savary, GPS Certification, Bill Steer, Canine SAR Training, Dave Walker, Wilderness first aid course. You must register with the instructor directly.

If it's about search and rescue, you'll find it at SAR*SCENE*.

2006 Topics and Speakers

Whether it's high-tech research, or back-to-basics tracking, SAR*SCENE* delegates get the information they're seeking from the sources they respect. Here's a sample of what's being presented; the full list is available on our web site, see Confirmed Speakers.

- Profile & Behaviour of Lost Persons, Cst. Alain Croteau, SQ
- Police and Volunteers Panel
- Communications Interoperability Project, Neil Brewer, BCSARA
- Dealing with the Media in Emergency Situations: a voluntary sector perspective, Don Shropshire, Canadian Red Cross
- Small Vessel Stability, Guy Bussières, Transportation Safety Board
- Using Tracking to its Full Extent in SAR, Everett Savary
- Avaluator - A Canadian Decision Tool for Traveling in Avalanche Terrain, Dr. Haegeli, Canadian Avalanche Association
- Airlift Rescue at the SQ, Cst. Sasseville, SQ
- Impact of the Canadian Labour Code: Bill C-45 and the SAR Volunteer, S/Sgt Erickson, RCMP
- Lessons Learned from Hurricane Katrina Response, Tim Armstrong, Vancouver HUSAR
- Leadership in Crisis or Crisis in Leadership? Scott Wright, SARSAV

International Speakers

- Gerry Taylor, UK Maritime and Coastguard Agency
- Ian Strachan, National Sea Rescue Institute, South Africa
- Jón Gunnarsson, ICE-SAR (Iceland)
- Commodore Everette Tucker, USCGA
- David Shepherd, RNLI
- Daniel Lévesque, COSPAS-SARSAT
- Chris Long, WA State EMD

Over 70 speakers will share their experiences at SAR*SCENE*, Don't miss out!

Register now!

www.nss.gc.ca

Canada

STRENGTH IN COMMUNITY

Building on Success

SAR*SCENE* has grown in size and scope but hasn't forgotten its purpose: to bring volunteers and paid professionals together in a forum unlike any other.

"Outstanding conference! Covers all aspects of SAR: ground, air, and marine."
Chris Long, Washington State SAR Coordinator

"SAR*SCENE* has always been a great opportunity to discuss relevant issues. Whether at the local, provincial, national or international level, the various forums and personal interaction available has consistently produced meaningful results"
S/Sgt Tim Charlebois, O.P.P., Chair National GSAR Council

"I found the SAR*SCENE* workshop to be a very useful forum. It allowed me to make contacts and network with fellow emergency service providers and to learn about emerging search and rescue technologies and practices. The multi-discipline and interagency nature of the workshop, along with its professional organization combine to make it 'time well spent'."
Major Pat McSorley, Canadian Forces

Register Now! There's no better way to ensure you hear the latest from SAR experts first-hand!
$125 for SAR Volunteers
$350 for Paid Professionals

One-stop Shopping for your Search and Rescue Needs

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The following organizations have participated in SAR*SCENE*:

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- O.P.P.
- Sûreté du Québec
- Search and Rescue Volunteer Association of Canada
- Canadian Coast Guard Auxiliary
- CASARA
- Canadian Avalanche Association
- Canadian Red Cross
- Lifesaving Society
- U.S. Coast Guard Auxiliary
- Public Safety and Emergency Preparedness Canada
- US Air Force, Air Rescue Coordination Centre, Langley, VA
- Royal Air Force: UK Air Rescue Coordination Centre, Kinloss
- Maritime and Coastguard Agency, U.K.
- Indian Coast Guard
- SAR volunteers from teams across Canada

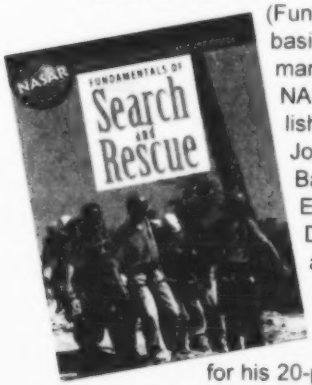
Mon. Oct. 2 & Tues. Oct. 3	Wed. Oct. 4	Thurs. Oct. 5	Fri. Oct. 6	Sat. Oct. 7
Meetings & Training sessions	8:00 - 16:00 SAR*SCENE* Games Volunteers' Lunch sponsored by Seimac 19:30 -21:30 Meet and Greet sponsored by PROCON	8:30 Opening Ceremony 10:00 - 18:30 Trade Show 10:30 - 16:30 Presentations 19:30 - 21:30 Volunteer Appreciation	8:00 - 17:10 Presentations 10:40 - 13:00 Lunch with exhibitors 9:30 - 15:30 Trade Show 19:00 **SAR Awards Banquet** sponsored by EMS SATCOM	8:30 - noon Presentations 11:15 Live Auction 13:00 -16:00 Demonstrations

Fundamentals of Search and Rescue

Reviewed by Joseph Labelle

If you are tired of looking for basic searcher training materials from too many different sources, the National Association for Search and Rescue (NASAR) offers an attractive alternative.

Fundamentals of Search and Rescue (FunSAR) is a basic training manual from NASAR, published by Jones and Bartlett. Edited by Don Cooper, a name most SAR leaders will recognize for his 20-plus years of fostering improvements in ground SAR. FunSAR is a 341-page colour, glossy training package covering the information, knowledge and skills required to get new searchers up and running as effective, self-reliant field personnel.



FunSAR builds on the introduction to ground SAR presented in NASAR's introduction to seach and rescue, and is a primer for advanced search and rescue and managing the lost person incident. Each step in the training cycle builds on the concepts introduced in the previous level. FunSAR provides the meat-and-potatoes, the core field searcher competencies, for general ground SAR operations.

The publication is divided into three major sections. It provides a SAR overview, including SAR systems, incident management and the organization, and legal and ethical aspects of SAR. The second section presents support information, required skills and necessary equipment. The final section addresses SAR operations, including search theory, search operations and rescue.

The required skills and knowledge section has extensive material on physiology and fitness, survival and improvisation, SAR clothing, safety in SAR environments, ready pack and personal equipment, navigation, SAR technology, travel skills and tracking. While each topic is presented at an entry level, the treatment is sufficient for most field team member operational situations and provides a solid foundation for future specialized training.

A few of the introductory sections on search and rescue systems are aimed primarily at an American audience, but Canadian material for SAR systems in this country are readily available and can be easily inserted in your program.

In addition to the tried-and-true SAR skills every searcher requires, the book provides one of the most accessible discussions of recent advances in search theory, including a presentation on area effectively swept, coverage, effective sweep width, and the detection function. FunSAR is one of the first publications to delivery these important search concepts within a general training package.

Fundamentals of Search and Rescue is an ASTM F2209 compliant program that is also the training framework for preparation for NASAR's SARTech II certification. Jones and Barlett also publish an Instructors Tool Kit on CD, with lesson plans, instructor notes, PowerPoint presentations, clip art and an exam question bank, providing an almost turn-key training package.

NASAR's Fundamentals of Search and Rescue is the culmination of over 20 years of training and certification material development for ground SAR practitioners and provides a comprehensive, professional, and accessible training program for SAR teams seeking to raise their responders to modern professional standards. FunSAR is also an excellent reference publication for those seeking a comprehensive and well organized overview of modern ground SAR operations. ■

Fundamentals of Search and Rescue, Donald C. Cooper (ed.), NASAR and Jones and Bartlett Publishers, Sudbury MA, 2005. 341 pages including appendixes, glossary and index.

Joseph LaBelle is a search manager with Tri-County Ground Search and Rescue Group, serving the south-eastern portion of New Brunswick, and a member of the Board of Directors of the New Brunswick Ground Search and Rescue Association.